

MEETING MINUTES



CITY OF ROCKVILLE TOWN CENTER TRAFFIC CALMING MEETING: *Area 2 (Americana/Hungerford/New Mark Commons)*

Planning Conference Room
November 10, 2004, 7:00 p.m.

Steering Committee Members Present:

- Cynthia Griffiths, Lynfield Neighborhood Association
- Marjorie Collins, Lynfield Neighborhood Association
- Janet Wilson, Americana Centre
- John Brown, New Mark Commons
- Eddie Alexander, New Mark Commons
- Elizabeth Crane, Traffic and Transportation Commission
- David Hill, Hungerford Civic Association

City Staff:

- Larry Marcus, Chief, Traffic and Transportation
- Chris Bartlett, Senior Neighborhood Resources Coordinator
- Katherine Kelly, Transportation Planner
- Christopher Delfs, Transportation Intern

INTRODUCTION

On November 10, 2004, City staff and resident representatives met to discuss potential traffic calming solutions in a group of neighborhoods including West End South, Hungerford, and New Mark Commons -- designated as *Area 2*. This process is part of the City's larger effort to proactively address new traffic generated by Town Center development.

While the meeting proceeded as an informal discussion, City staff noted comments, problems, and possible solutions.

DISCUSSION POINTS

Following personal introductions, basic agenda guidelines, and the presentation of traffic calming examples, the floor was opened to dialogue.

- 1) John Brown, as well as other residents, said they liked the speed sensor sign on Maryland Avenue. Several participants agreed that it would be beneficial to locate another before New Mark Esplanade (on the way into town).
 - a) Counterpoint: Eddie Alexander of New Mark Commons noted that slowing traffic on Maryland Avenue will create congestion and make it difficult for residents to exit their driveways along this corridor.
- 2) The group discussed installing an illuminated crosswalk on Maryland Avenue at S. Washington.
 - a) Staff Response: Staff, however, explained that illuminated crosswalks do not meet MUTCD requirements for arterial roadways. Generally, vertical calming measures work better on arterials.
- 3) Residents from the Lynfield Neighborhood Association suggested that placing speed humps on W. Lynfield Drive would be a good way to reduce speed at this location.
- 4) All participants agreed that overall, Wootton Parkway, MD-28, Maryland Ave/MD-189, and MD-355 are the primary access points to Town Center.
 - a) Cynthia Griffiths expressed concern that changes by surrounding Associations might restrict access to and from the W. Lynfield neighborhood and stated the desire for the City to maintain an access link between Town Center and W. Lynfield when designing traffic restrictions.
- 5) Janet Wilson of the Americana Centre explained that many drivers ignore the Stop signs at the intersection of Monroe Place and Monroe Street, and then speed to make it through the green light at Monroe Place and MD-355. She requested some mitigation - a pedestrian paddle, for example – at Monroe Place and Monroe Street. She also requested stepped up monitoring of this intersection to help relieve the problem of a) drivers not yielding to pedestrians and b) drivers who speed down Monroe Place to make the green light at the intersection of Rt. 355
 - a) Staff Response: Larry Marcus and Chris Bartlett said that staff would speak with the Police Department about better enforcement, and also review pedestrian counts at this location.
- 6) David Hill of the Hungerford Civic Association made several recommendations with regards to Fleet Street and surrounding streets:
 - a) If the Fleet Street extension is built, Fleet Street must incorporate traffic calming measures.
 - i) Group Response: Residents mentioned that pedestrians might be isolated on Ritchie Parkway if Fleet Street becomes a busier thoroughfare.
 - b) If Fleet St. is built, the City could close off Mount Vernon from MD-355.
 - i) Group Response: There was no consensus on this idea. Although residents noted that this restriction would limit cut-through traffic on Mount Vernon, they also recognized that it would limit access to neighborhoods and distribute more traffic volume onto Fleet Street.
 - c) If Fleet St. is not built, additional traffic calming measures are needed on East Jefferson Street. The existing bump-outs are not adequate.

- 7) John Brown identified Monroe Street, leading to the entrance of Dogwood Park, as a prime location for speeding, and a dangerous place for child pedestrians.
- 8) Residents noted that Ritchie Parkway could use a “Cross Traffic Does Not Stop” sign at W. Edmonston Drive.
- 9) Residents described the 400 block of Ritchie Parkway as “not wide enough for 2 cars to pass” (The West side is more constrained than the East side). While this causes difficulty for drivers, the design does act as a traffic calming device.
 - Group Response: It was proposed that Ritchie Parkway become a one-way street, but this suggestion was reserved for an HOA topic of discussion.

ADJOURNMENT

The meeting was adjourned at 8:30.